



STATISTICS IN FOCUS

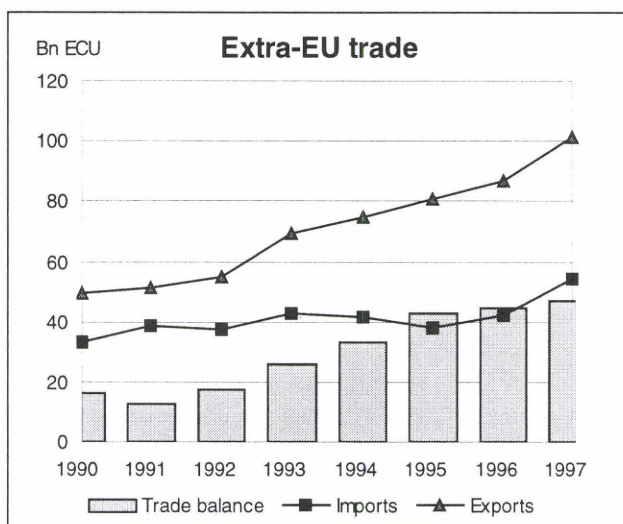
External trade

1998 8

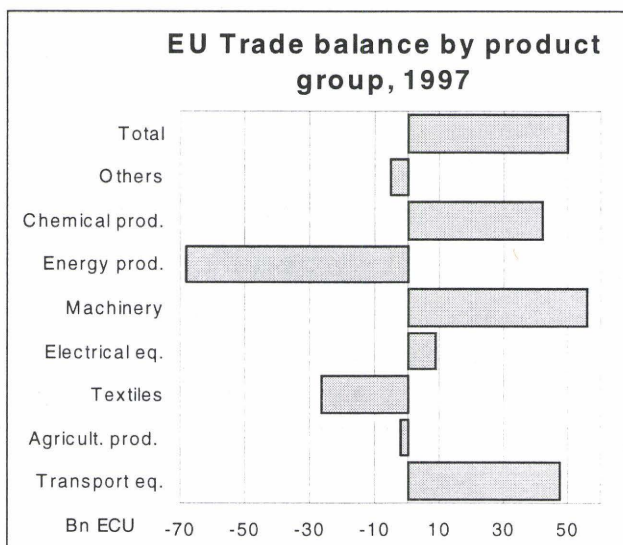
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EU structural surplus in world trade in transport equipment between 1990 and 1997



This study covers EU external trade in transport equipment between 1990 and 1997. During this period, there was strong and steady growth in EU exports, which more than doubled from ECU 49 billion to ECU 102 billion. Its imports, on the other hand, only progressed slowly, with the rapid growth rates of 1991 (14.5%) and 1997 (22.8%) contrasting with falls of 3.2% in 1992 and 1994 and 10.2% in 1995. As a result, there was a sustained improvement in its trade surplus which, despite dropping 30% in 1991, almost tripled between 1990 and 1997, rising from ECU 16 billion to ECU 47 billion.



External trade in transport equipment plays a very important role in the European Union economy, making a significant contribution to the EU's overall trade surplus of ECU 50 billion in 1997. The trade surplus of ECU 47 billion recorded by this sector is the second largest behind machinery and equipment n.e.c. (ECU 56 billion) and ahead of chemicals (ECU 42 billion) and electrical equipment (ECU 9 billion). The EU does, on the other hand, have a trade deficit in other areas such as energy products, textiles and agricultural products.

Source: EUROSTAT for the EU-15 and Member States (imports CIF, exports FOB) and Comtrade for other declarants.

The data in this publication refer to trade by the European Union of fifteen Member States including the years prior to the enlargement. However, the three new Member States (Austria, Finland and Sweden) did not use the Community methodology when producing the pre 1995 data.

The unit Bn is equal to one thousand million

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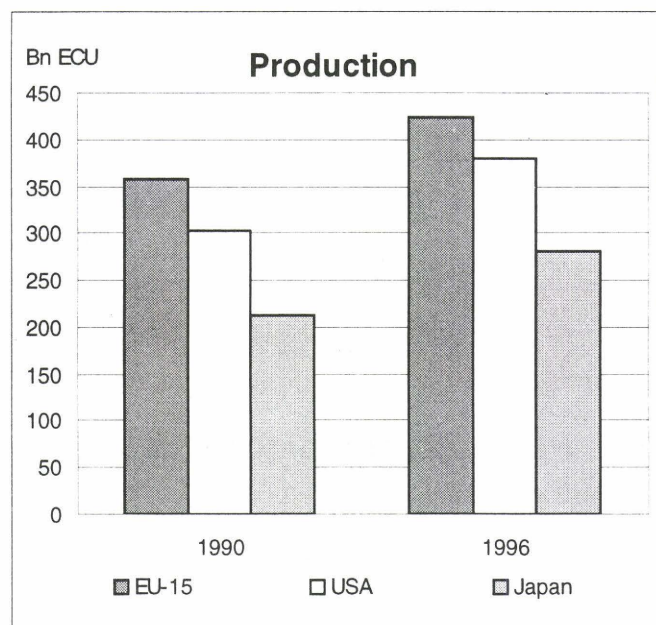
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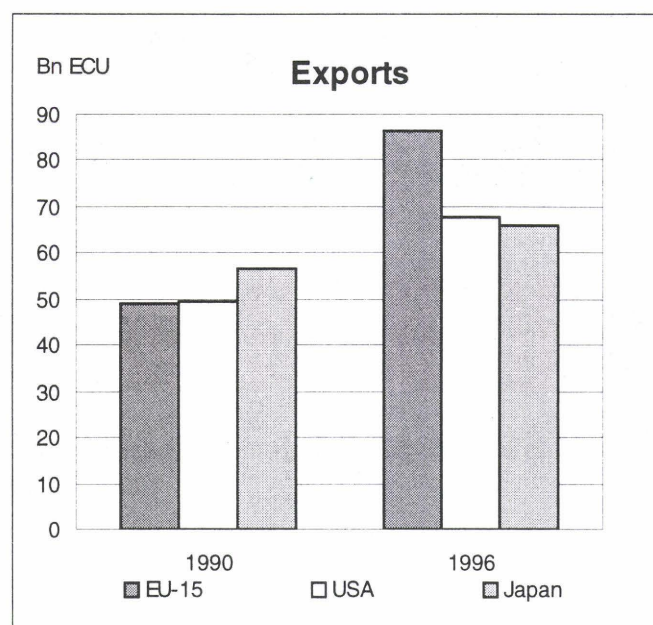
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I. The EU transport equipment industry



The European Union is the world's leading producer of transport equipment, ahead of the United States and Japan. Between 1990 and 1996, output rose from ECU 357 to 424 billion whilst the figures for the USA and Japan rose from ECU 304 to 379 billion and from ECU 212 to 281 billion respectively. In 1993, EU production fell and was accompanied by a drop in domestic demand, as measured by apparent consumption. Over 200 000 jobs were lost in the EU transport equipment sector in this year alone. Various restructuring policies were then implemented, causing further job losses up until 1995.



The EU also has a structural surplus, as during the second half of this period its exports of transport equipment were more or less twice the level of its imports. In 1990, Japan was the world's leading exporter of transport equipment (ECU 56 billion), whilst the EU was on level pegging with the USA on ECU 49 billion. In 1996, the EU was the top exporter of transport equipment, its export total of ECU 87 billion accounting for over 22% of its output. Next came the USA on ECU 68 billion, followed by Japan on ECU 66 billion.

Transport equipment industry - main indicators

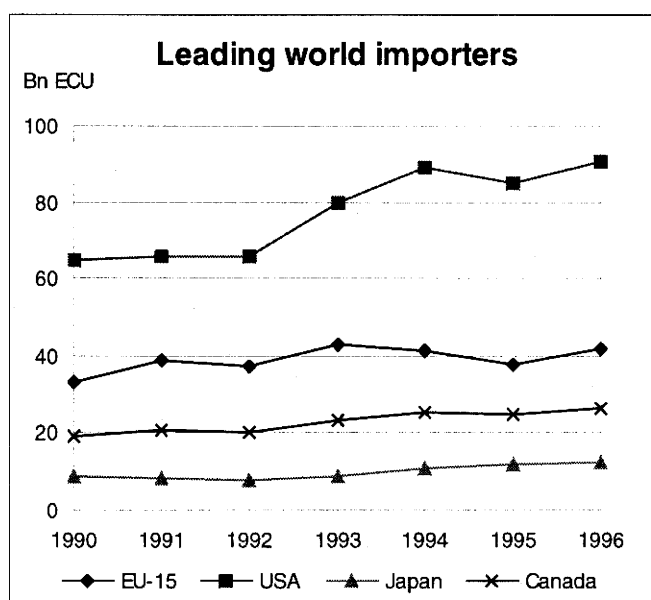
	1990	1991	1992	1993	1994	1995	1996
Employees ('000)	2881.8	2827.7	2736.7	2529.5	2430.2	2425.8	2433.0
Production (Bn ECU)	356.2	364.8	379.9	335.8	373.6	396.3	423.9
Apparent consumption (Bn ECU)	340.1	352.4	362.7	309.7	340.5	353.2	379.5
Cover ratio (%)	148.8	132.1	146.1	160.6	179.5	213.8	205.6
Exports/Production (%)	15.5	15.6	15.9	22.1	21.8	21.9	22.3

Source: Eurostat

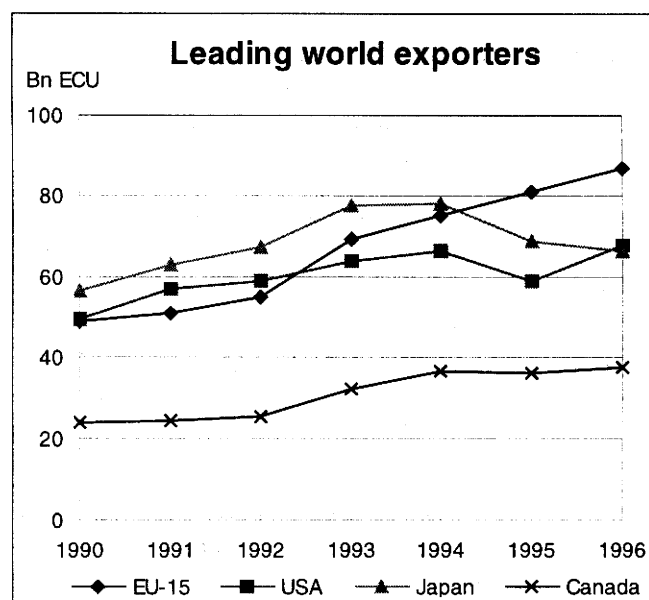
Apparent consumption: Production + imports - exports

Cover ratio: (Exports/imports)*100

II. World trade



Of the world's ten largest importers of transport equipment between 1990 and 1996, the USA was well ahead of the EU, Canada and Japan in structural terms. In 1996, the import figures for these four countries were ECU 90.9, 42.1, 26.2 and 12.5 billion respectively, putting their respective shares of the global import figure at 34.6%, 16%, 10% and 4.8%. The USA and the EU were responsible for half of all imports of transport equipment. Another point worth noting is the relatively low figure for Japan at only one-seventh of the total for the USA, less than a third of the EU total and almost half of that for Canada. However, in terms of total national imports of all products combined, transport equipment accounts for 19.5% of imports in Canada, 14.1% in the USA, 7.2% in the EU and 4.6% in Japan.



Although Japan was the world's leading exporter of transport equipment from 1990 to 1994, the most striking development during the period from 1990 to 1996 was the course followed by the European Union as its transport equipment industry became increasingly export-oriented. In 1990, the value of its exports stood at virtually the same level as the USA on ECU 49 billion. 1991 and 1992 saw the USA forge ahead, as it recorded more rapid growth in its exports. As of 1993, this trend was reversed as the EU moved ahead of the USA on ECU 69 billion. In 1994, it consolidated its second place behind Japan with a figure of ECU 75 billion, before taking over the top slot in 1995 with ECU 81 billion. This position was then confirmed in 1996 when exports reached ECU 87 billion.

Leading world traders, 1996

Reporter	Imports			Trade balance (Bn ECU)
	Total (Bn ECU)	World share (%)	National share (%)	
USA	90.918	34.6	14.1	-23.142
EU-15	42.109	16.0	7.2	44.462
Canada	26.241	10.0	19.5	11.714
Japan	12.540	4.8	4.6	53.557
Switzerland	7.127	2.7	11.4	-5.561
Australia	6.654	2.5	13.8	-4.933
Singapore	6.445	2.5	6.2	-4.473
Mexico	5.622	2.1	8.0	7.589
Hong Kong	5.619	2.1	3.5	-4.065
South Korea	5.516	2.1	4.7	10.224
Total of 10	208.794	79.4	9.5	85.372
World	263.061	100.0	9.1	-

Source: Eurostat (EU-15) et Comtrade (ONU).

Reporter	Exports			Trade balance (Bn ECU)
	Total (Bn ECU)	World share (%)	National share (%)	
EU-15	86.571	27.1	13.8	44.462
USA	67.776	21.2	13.8	-23.142
Japan	66.096	20.7	20.4	53.557
Canada	37.955	11.9	23.9	11.714
South Korea	15.740	4.9	15.4	10.224
Mexico	13.211	4.1	17.6	7.589
China	3.124	1.0	2.6	-1.072
Brazil	2.827	0.9	7.5	2.827
Singapore	1.972	0.6	2.0	-4.473
Poland	1.990	0.6	10.4	-0.192
Total of 10	297.263	93.0	14.5	101.493
World	319.677	100.0	11.4	-

III. Leading world importers

In 1996, over half of the transport equipment imported by the European Union came from Japan (28.4%) and the USA (23.3%). The EU's other suppliers came from a wide range of areas: the CEECs (9.6%), ASE7 (5.9%), the Mediterranean Basin (5.2%) and EFTA (4.3%). The USA's main supplier countries for imports of transport equipment were Canada (39.2%), Japan (26%) and the EU (17.2%). Virtually all the transport equipment imported by Canada came from the USA (83.7%), with the European Union (5.2%) and Japan (4.9%) trailing far behind. The bulk of Japanese imports came from the EU (55.2%) and the USA (35.7%).

In 1996, aerospace equipment formed the largest group of EU imports (ECU 14.6 billion), with 41% of these coming from the USA. Motor vehicles were in second position with a value of ECU 12.9 billion, over half of

these (55.9%) coming from Japan, 16.4% from the CEECs, 10.8% from the ASE7 countries and 10.7% from the USA. In the USA, motor vehicles were the largest import item with a value of ECU 53.9 billion, and these came mainly from Canada (37.8%), Japan (30.2%) and the EU (17.3%). In second place on ECU 16.8 billion was the product group "parts and accessories for motor vehicles", 32.8% of which came from Canada, 30.9% from Japan and 14.8% from the EU. This latter group was Canada's largest import item, the USA being the source of 90.6% of the total figure of ECU 11.6 billion. Next came motor vehicles on ECU 8.3 billion, 73.8% of which came from the USA. The figures for Japan show that motor vehicles were the largest import item (ECU 8.1 billion), the EU supplying 72% of these and the USA 26.4%. In second position was aerospace equipment on ECU 1.99 billion, 81.5% of which was supplied by the USA and just 16.7% by the EU.

Structure of world imports in 1996

Product (SITC, Rev. 3)	Total (Bn ECU)	Share by partner (%)											
		EU-15	USA	EFTA	Japan	Canada	CEEC	Mediterr. Basin	Ase7	CIS	Merco- sur	ACP	Others
EU-15													
Transport equipment	42.109	-	23.3	4.3	28.4	2.1	9.6	5.2	5.9	1.1	0.9	3.2	16.1
Aerospace transport equipment	14.599	-	41.0	3.5	0.3	4.2	0.2	6.6	1.0	1.7	0.3	7.0	34.2
Road vehicles	12.855	-	10.7	0.5	55.9	0.8	16.4	5.5	10.8	0.6	0.6	0.1	0.0
USA													
Transport equipment	90.918	17.2	-	0.2	26.0	39.2	0.1	0.2	2.1	0.0	0.5	0.0	14.5
Road vehicles	53.858	17.3	-	0.0	30.2	37.8	0.0	0.0	2.8	0.0	0.0	0.0	11.9
Motor vehicles parts and access.	16.840	14.8	-	0.3	30.9	32.8	0.6	0.1	1.3	0.0	1.7	0.0	17.5
Canada													
Transport equipment	26.241	5.2	83.7	0.1	4.9	-	0.0	0.1	0.6	0.0	0.1	0.0	5.2
Motor vehicles parts and access.	11.590	2.7	90.6	0.1	3.7	-	0.0	0.0	0.2	0.0	0.2	0.0	2.5
Road vehicles	8.315	5.5	73.8	0.0	9.2	-	0.0	0.0	1.3	0.0	0.0	0.0	10.2
Japan													
Transport equipment	12.540	55.2	35.7	0.1	-	1.1	0.0	0.0	1.8	0.0	0.0	0.3	5.7
Road vehicles	8.086	72.0	26.4	0.0	-	0.7	0.0	0.0	0.1	0.0	0.0	0.0	0.8
Aerospace transport equipment	1.991	16.7	81.5	0.0	-	1.5	0.0	0.0	0.2	0.0	0.0	0.0	0.1

Source: Eurostat (EU-15) and Comtrade (UN)

The areas represented in the aggregates in this table do not overlap.

IV. Leading world exporters

In 1996, EU exports of transport equipment amounted to ECU 86.6 billion, 21% of which went to the USA, 10.5% to the Mediterranean Basin countries, 9.8% to the EFTA countries and 9.2% to the CEECs. The USA exported ECU 67.8 billion worth of transport equipment, mainly to Canada (33.5%), the EU (18.5%), the ASE7 countries (8.5%) and Japan (8.2%). Japan's exports totalled ECU 66.1 billion, 36.2% of which went to the USA, 15.9% to the EU and 14.7% to the ASE7 countries. Canada exported ECU 37.9 billion worth of transport equipment, almost all of which went to the United States (94.3%).

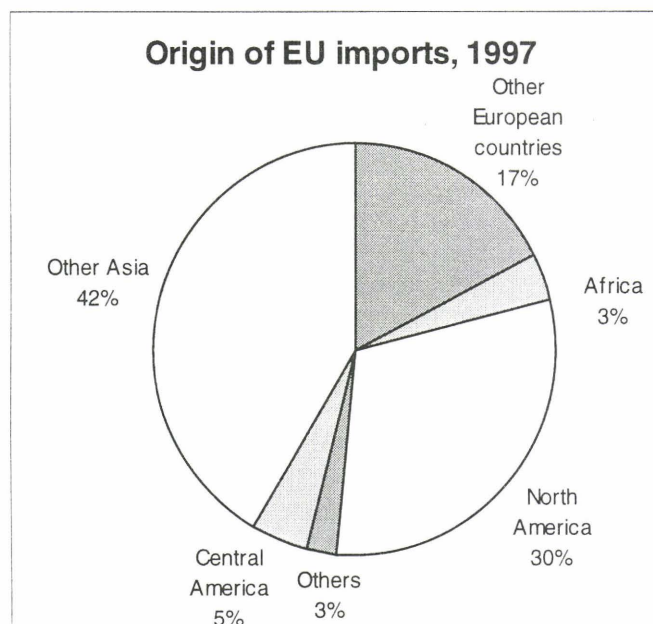
In 1996, the EU's largest export item was motor vehicles (ECU 33.95 billion), 26.9% of which went to the USA, 17.1% to Japan, 13.1% to the EFTA countries, 9.8% to the CEECs and 8.9% to the countries of the Mediterranean basin. Next came aerospace equipment on ECU 21.3 billion, 20.1% of which went to the USA, 9.9% to the ASE7 countries, 8.2% to the Mediter-

anean basin countries and 7.1% to the EFTA countries. Aerospace equipment formed the largest single group of US exports (ECU 67.8 billion), the main destinations being the EU (29.7%), the ASE7 countries (18.2%) and Japan (9.2%). In second position was "parts and accessories for motor vehicles" on ECU 19.4 billion, over half of which (55.3%) went to Canada and 12.1% to the European Union. With regard to Japan, motor vehicles were its largest export, with over half (50.1%) of the total value of ECU 31.9 billion going to the USA, 19.5% to the EU and 7.7% to the ASE7 countries. These were followed by "parts and accessories for motor vehicles" which were worth ECU 13.7 billion, 41% of which went to the USA, 23.9% to the ASE7 countries and 12.4% to the EU. The bulk of Canada's exports of transport equipment were in the form of motor vehicles, and 98.3% of the total figure of ECU 20.8 billion went to the USA. This item was followed by "parts and accessories for motor vehicles" on ECU 6.1 billion, 90.5% of which went to the USA.

Structure of world exports in 1996

Product (SITC, Rev. 3)	Total (Bn ECU)	Share by partner (%)											
		EU-15	USA	EFTA	Japan	Canada	CEEC	Mediterr. Basin	Ase7	CIS	Merco- sur	ACP	Others
EU-15													
Transport equipment	86.571	-	21.0	9.8	8.0	1.4	9.2	10.5	7.2	2.0	3.3	5.1	22.6
Road vehicles	33.949	-	26.9	13.1	17.1	1.4	9.8	8.9	5.1	2.0	3.0	1.4	11.3
Aerospace transport equipment	21.306	-	20.1	7.1	1.3	2.1	0.6	8.2	9.9	1.5	1.3	6.0	42.0
USA													
Transport equipment	67.776	18.5	-	2.2	8.2	33.5	0.3	1.9	8.5	0.8	1.8	1.0	23.2
Aerospace transport equipment	25.561	29.7	-	5.0	9.2	4.9	0.3	3.2	18.2	1.3	2.1	0.9	25.0
Motor vehicles parts and access.	19.396	12.1	-	0.1	4.4	55.3	0.3	0.4	2.6	0.1	1.6	0.4	22.8
Japan													
Transport equipment	66.096	15.9	36.2	1.6	-	2.0	0.4	2.2	14.7	0.2	0.5	3.5	22.7
Road vehicles	31.886	19.5	50.1	1.9	-	2.5	0.5	2.0	7.7	0.2	0.4	1.1	14.0
Motor vehicles parts and access.	13.740	12.4	41.0	0.2	-	2.8	0.5	1.1	23.9	0.0	0.5	0.3	17.1
Canada													
Transport equipment	37.955	2.2	94.3	0.1	0.3	-	0.2	0.3	0.6	0.0	0.1	0.2	1.6
Road vehicles	20.783	0.4	98.3	0.1	0.3	-	0.1	0.1	0.2	0.0	0.0	0.0	0.4
Motor vehicles parts and access.	6.144	1.3	90.5	0.0	0.3	-	0.0	0.5	1.4	0.0	0.6	0.0	5.3

V. EU imports by trading partner



A 1997 breakdown of geographical trading areas shows that 42% of the EU's imports of transport equipment

came from "other Asian countries", 30% from North America, 17% from "other European countries", 5% from Central America and 3% from Africa.

In 1997, Japan topped the list of partner countries with ECU 14.2 billion, and its 26% share of the EU transport equipment import market represents almost 23.8% of total EU imports of products from Japan. Japan's position has been strengthened by the fact that the growth rate in EU imports from this country rose from 4.3% in 1996 to 18.4% in 1997. The USA was in second place with ECU 13.7 billion, putting it in real contention for the top slot with a 25.1% market share. This figure corresponds to 10% of the EU's total imports from the USA, all products combined. The USA has dramatically improved its position as the growth rate in EU imports from the USA rocketed from 0.4% in 1996 to 39.3% in 1997. Lagging well behind in 1997 were South Korea with a 4.8% share of the market, the Czech Republic with 2.9% (a record 58.1% increase on 1996), Switzerland with 2.6% and Poland with 2.5%.

EU imports by main partner

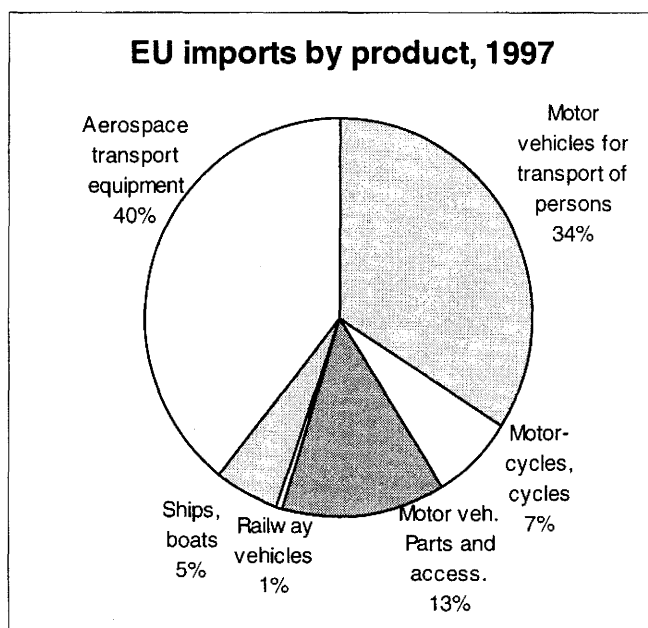
	Imports (Bn ECU)		(%)					
			Growth		Share		Relative share ⁽¹⁾	
	1996	1997	1996	1997	1996	1997	1996	1997
Japan	11.948	14.152	4.3	18.4	28.4	26.0	22.8	23.8
United States	9.829	13.694	0.4	39.3	23.3	25.1	8.7	10.0
South Korea	2.002	2.691	12.5	34.4	4.8	4.9	18.0	20.7
Poland	1.171	1.346	19.8	14.9	2.8	2.5	9.6	9.5
Switzerland	1.125	1.443	2.2	28.2	2.7	2.6	2.6	3.2
Czech Republic	1.000	1.581	43.1	58.1	2.4	2.9	10.3	13.5
Bermuda		0.991	20.3	9.2	2.2	1.8	97.0	97.3
Turkey	0.907	0.679	55.5	-25.1	2.2	1.2	8.9	5.7
Canada	0.894	0.833	13.7	-6.8	2.1	1.5	7.8	6.7
Taiwan	0.705	0.868	7.3	23.0	1.7	1.6	5.5	5.6
Total of 10	29.583	38.278	6.7	25.5	72.4	70.2	11.0	11.9
World	42.109	54.521	11.3	29.5	100.0	100.0	7.2	8.2

⁽¹⁾Relative share of transport equipment imports in total EU imports from partner country

VI. EU imports by main product

Broken down by aggregated product groups, 40% of EU imports of transport equipment in 1997 were made up of aerospace equipment, 34% of motor vehicles, 13% of "parts and accessories for motor vehicles", 13% of "cycles and motor-cycles", 5% of maritime transport equipment and 1% of rail transport equipment.

Broken down by SITC (Rev.3) category, the largest group in 1997 was "aircraft, spacecraft and associated equipment" (SITC 792) on ECU 21.5 billion. This gave it a 39.4% share of the EU transport equipment import market, its position being strengthened by a growth rate which was up from 11.5% in 1996 to 47% in 1997. In second place came "motor cars and other motor vehicles for the transport of persons" (SITC 781) on ECU 16.4 billion in 1997, with a 27.7% market share and a growth rate which dropped slightly from 30.5% in 1996 to 30.1% in 1997. Following a long way behind were "parts and accessories for motor vehicles" (SITC 784) with 12.5% of the market, "motorcycles (including mopeds) and cycles" (SITC 785) with a 6.9% share of the market (up 13.1% on 1996), "ships, boats and floating structures" (SITC 793) on 5.3%, "motor vehicles for the transport of goods" (SITC 782) on 3.9%,

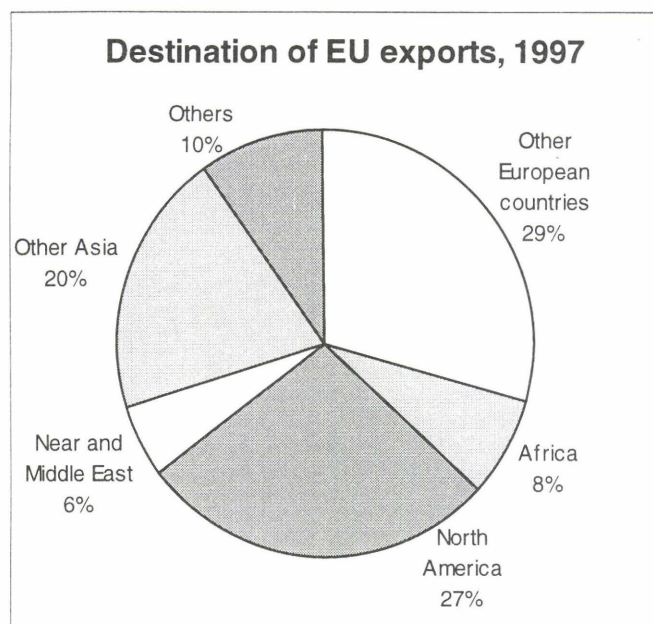


"trailers, semi-trailers and other vehicles not mechanically propelled" (SITC 786) with 1% and "railway vehicles and associated equipment" (SITC 791) with 0.8%.

EU imports by main product

Product (SITC, Rev. 3)	Imports (Bn ECU)		(%)			
			Growth		Share	
	1996	1997	1996	1997	1996	1997
792 Aerospace transport equipment	14.599	21.457	11.5	47.0	34.7	39.4
781 Motor vehicles for transport of persons	12.855	16.422	10.6	27.7	30.5	30.1
784 Motor vehicles parts and accessories	5.905	6.790	4.8	15.0	14.0	12.5
785 Motorcycles and cycles	3.310	3.743	7.6	13.1	7.9	6.9
793 Ships, boats and floating structures	2.999	2.869	47.6	-4.3	7.1	5.3
782 Motor vehicles for transport of goods	1.483	2.103	10.6	41.9	3.5	3.9
786 Trailers, semi-trailers, oth. non mechan.	0.484	0.552	5.7	14.1	1.1	1.0
791 Railway vehicles and equipment	0.365	0.435	-25.5	19.3	0.9	0.8
783 Road motor vehicles n.e.s.	0.111	0.149	14.6	34.8	0.3	0.3
Transport equipment	42.109	54.521	11.3	29.5	100.0	100.0

VII. EU exports by trading partner



The 1997 breakdown of geographical trading areas shows that 29% of EU exports of transport equipment

went to "other European countries", 27% to North America, 20% to "other Asian countries", 8% to Africa and 8% to the Near and Middle East.

In 1997, the USA topped the list of partner countries with ECU 22.5 billion, and its 22.2% share of the EU transport equipment export market represents almost 16% of total EU exports of products to the USA. With the growth rate in EU exports to the USA rising from 8.8% in 1996 to 23.7% in 1997, the USA is firmly established in the top slot. In second place was Japan with ECU 6.9 billion, which, at less than one-third of the USA total, gave it a 6.1% share of the market. This amount also represents 17.1% of total EU exports to Japan, all products combined. Japan has done little to improve its position, due to the negative growth rate in EU exports, which fell from 13.6% in 1996 to -11.3% in 1997. In third place was Switzerland with a 5.9% share of the market, followed by Norway on 3.7%, Turkey on 3.6%, Poland on 3.1%, China on 2.4%, the Czech Republic on 1.7% and Hong Kong on 1.3%.

EU exports by main partner

	Exports (Bn ECU)		Growth					
	1996	1997	1996	1997	1996	1997	1996	1997
United States	18.182	22.498	8.8	23.7	21.0	22.2	15.9	16.0
Japan	6.935	6.151	13.6	-11.3	8.0	6.1	19.4	17.1
Switzerland	5.968	5.969	-0.2	0.0	6.9	5.9	11.6	11.2
Turkey	2.778	3.653	63.5	31.5	3.2	3.6	15.2	16.4
Poland	2.545	3.113	63.3	22.3	2.9	3.1	12.8	12.5
Norway	2.379	3.771	20.6	58.5	2.7	3.7	12.1	16.2
Brazil	1.586	2.024	-41.9	27.7	1.8	2.0	13.5	13.7
Czech Republic	1.553	1.710	43.7	10.1	1.8	1.7	11.1	10.8
China	1.503	2.487	-27.1	65.5	1.7	2.4	10.2	15.2
Hong Kong	1.433	1.340	-12.2	-6.5	1.7	1.3	8.2	6.6
Total of 10	44.861	52.715	8.0	17.5	51.8	51.9	14.1	14.3
World	86.571	101.560	7.0	17.3	100.0	100.0	13.8	14.1

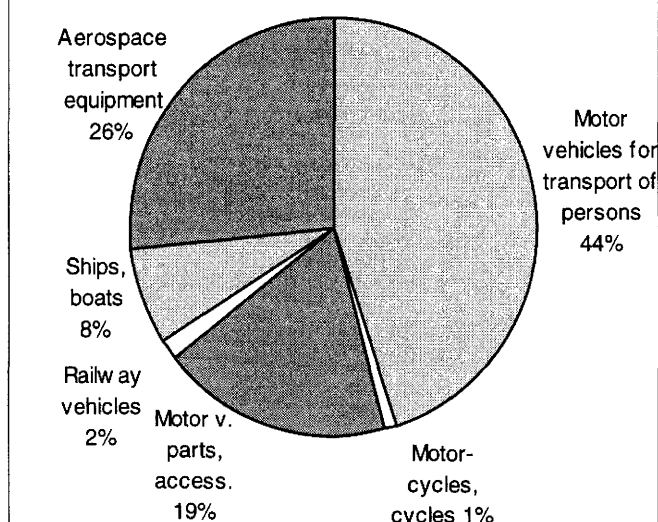
⁽¹⁾Relative share of transport equipment exports in total EU exports from partner country

VIII. EU exports by main products

Broken down by aggregated product groups, 44% of EU exports of transport equipment in 1997 were made up of motor vehicles, 26% of aerospace equipment, 19% of "parts and accessories for motor vehicles", 8% of maritime transport equipment, 2% of rail transport equipment, and 1% of "cycles and motor-cycles".

Broken down by SITC (Rev.3) categories, the largest group in 1997 was "motor cars and other motor vehicles for the transport of persons" (SITC 781) on ECU 37.5 billion. This gave it a 37% share of the EU transport equipment export market, its position being strengthened by a growth rate which was up from 8.6% in 1996 to 10.6% in 1997. In second place came "aircraft, spacecraft and associated equipment" (SITC 792) on ECU 26.96 billion in 1997, with a 26.5% market share and a high growth rate which was up from 0.7% in 1996 to 26.5% in 1997. In third place was "parts and accessories for motor vehicles" (SITC 784) with 17.3% of the market, followed by "ships, boats and floating structures" (SITC 793) on 7.5%, "motor vehicles for the transport of goods" (SITC 782) on 5.8%, "road motor vehicles, n.e.s." (SITC 783) on 2.2%, "railway vehicles and associated equipment" (SITC

EU exports by product, 1997



791) with 1.5%, "trailers, semi-trailers and other vehicles not mechanically propelled" (SITC 786) with 1.3% and "motorcycles (including mopeds) and cycles" (SITC 785) with a 0.9% share.

EU exports by main product

Product (SITC, Rev. 3)	Exports (Bn ECU)		(%)			
			Growth		Share	
	1996	1997	1996	1997	1996	1997
781 Motor vehicles for transport of persons	33.949	37.539	8.6	10.6	39.2	37.0
792 Aircraft and equip., spacecraft and parts	21.306	26.962	0.7	26.5	24.6	26.5
784 Motor vehicle parts and accessories	13.995	17.548	8.7	25.4	16.2	17.3
793 Ships, boats and floating structures	6.923	7.663	8.7	10.7	8.0	7.5
782 Motor vehicles for transport of goods	5.116	5.903	13.9	15.4	5.9	5.8
783 Road motor vehicles n.e.s.	1.859	2.222	17.9	19.5	2.1	2.2
791 Railway vehicles and equipment	1.488	1.540	11.8	3.5	1.7	1.5
786 Trailers, semi-trailers, oth. non mechan.	1.073	1.290	2.4	20.2	1.2	1.3
785 Motorcycles and cycles	0.864	0.895	7.5	3.6	1.0	0.9
Transport equipment	86.571	101.560	7.0	17.3	100.0	100.0

IX. EU trade balances

From 1995 to 1997, the European Union recorded annual improvements in its trade surpluses through trade in transport equipment, as the figure rose from ECU 43 to 47 billion. Of its top ten trade partners, it recorded its best results in 1997 with the USA (ECU 8.8 billion), Switzerland (ECU 4.5 billion), Norway (ECU 3.8 billion), Turkey (ECU 2.9 billion) and China (ECU 2.4 billion).

On the other hand, the slight improvement (ECU 0.4 billion) in the EU's deficit with Japan in 1996 was only fleeting, as the deficit actually widened between 1995 and 1997 from ECU 5.4 billion to ECU 8 billion. The EU's structural deficit with South Korea has also worsened, expanding from ECU 1.8 billion in 1995 to ECU 2 billion in 1996 and ECU 2.7 billion in 1997.

In terms of products, the largest part of the EU's overall surplus from trade in transport equipment is derived from "motor cars and other motor vehicles for the transport of persons" (SITC 781), for which the positive balance rose from ECU 19.6 billion in 1995 to over ECU 21 billion in 1997. Second place alternated between "aircraft, spacecraft and associated equipment" (SITC 792) with ECU 8 billion in 1995 and "parts and accessories for motor vehicles" (SITC 784) with ECU 8 billion in 1996 and ECU 10.8 billion in 1997. In fourth position throughout the whole period was "ships, boats and floating structures" (SITC 793) with surpluses which hovered around the ECU 4 billion mark. On the other hand, it should be pointed out that the EU recorded a structural deficit from trade in "motorcycles (including mopeds) and cycles" (SITC 785), the negative balances ranging between ECU 2 and 3 billion. With the exception of this one item, the EU recorded surpluses for all other products.

EU trade balance by product (BnECU)

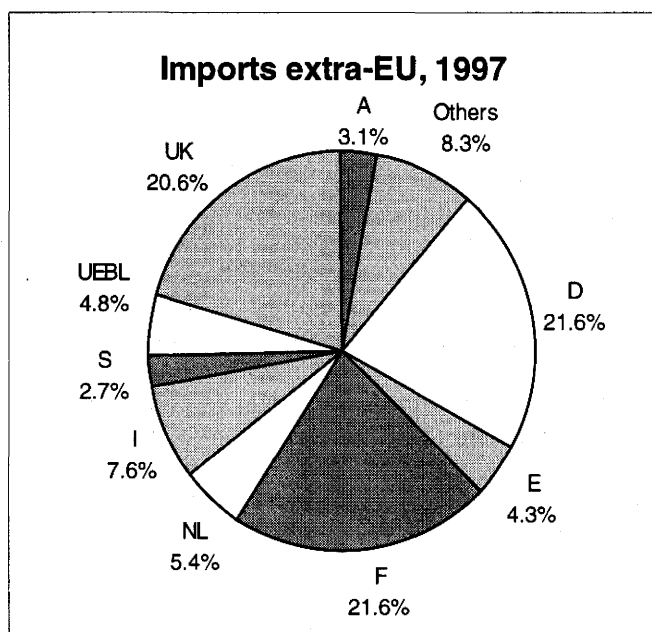
Product (SITC, Rev. 3)	1995	1996	1997
781 Motor vehicles for transport of persons	19.639	21.094	21.117
792 Aircraft and equip., spacecraft, parts	8.067	6.707	5.506
784 Motor vehicle parts and accessories	7.242	8.090	10.757
793 Ships, boats and floating structures	4.334	3.924	4.794
782 Motor vehicles for transport of goods	3.150	3.633	3.799
785 Motorcycles and cycles	-2.272	-2.446	-2.849
783 Road motor vehicles n.e.s.	1.480	1.748	2.072
791 Railway vehicles and equipment	0.842	1.123	1.105
786 Trailers, semi-trailers, oth. non mechan.	0.591	0.589	0.738
Transport equipment	43.073	44.462	47.040

Trade balance by partner⁽¹⁾ (Bn ECU)

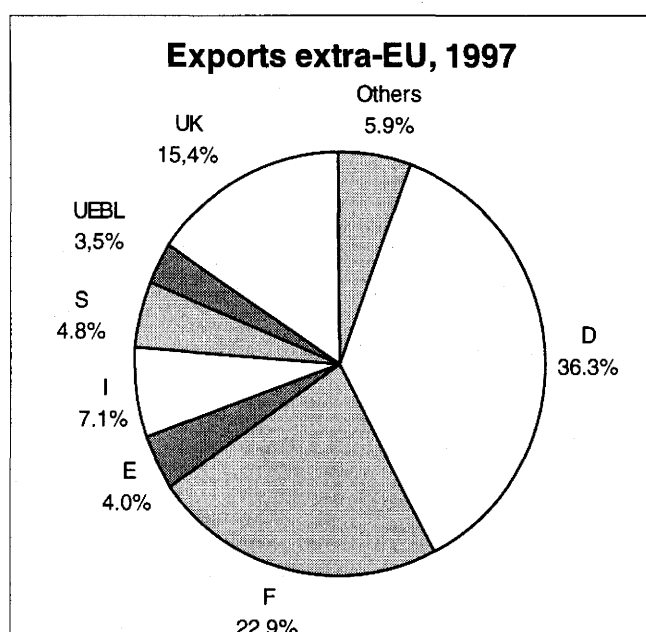
	1995	1996	1997
United States	6.917	8.353	8.804
Japan	-5.345	-5.013	-8.002
Switzerland	4.881	4.843	4.526
Poland	0.580	1.374	1.767
Turkey	1.116	1.870	2.974
Czech Republic	0.382	0.553	0.129
Norway	1.973	2.379	3.771
Canada	-0.786	0.291	-0.833
South Korea	-1.781	-2.002	-2.691
Brazil	2.729	1.586	2.024
China	2.061	1.503	2.487
Hong Kong	1.632	1.433	1.340
Bermuda	-0.755	-0.907	-0.991
Taiwan	-0.658	-0.705	-0.868
Others	30.126	28.906	32.602
World	43.073	44.462	47.040

⁽¹⁾Countries and products are ranked in descending order of total trade (exports + imports) in transport equipment with the EU

X. The individual Member States



Extra-EU imports of transport equipment amounted to ECU 54.5 billion in 1997. Over half of these imports were made by Germany, France and the United Kingdom. In relative terms, Germany and France claimed the equal-largest shares (21.6%), followed by the United Kingdom on 20.6%, Italy on 7.6%, the Netherlands on 5.4%, the BLEU on 4.8%, Spain on 4.3%,



Austria on 3.1% and Sweden on 2.7%. The remaining EU countries accounted for 8.3% of its imports.

Extra-EU exports of transport equipment totalled ECU 101.6 billion in 1997. Three-quarters of the goods are exported by Germany, France and the United Kingdom, the first two of these countries responsible

Trade by Member State, 1997 (Bn ECU)

	Extra-EU			Intra-EU			Total Balance	Intra-EU trade/ total (%)
	Imports	Exports	Balance	Arrivals	Dispatches	Balance		
UEBL	2.634	3.602	0.968	13.875	18.456	4.581	5.549	83.8
DK	0.914	0.724	-0.190	2.698	1.192	-1.507	-1.696	70.4
D	11.790	36.906	25.116	35.223	49.366	14.143	39.258	63.5
GR	1.293	0.120	-1.173	1.444	0.020	-1.424	-2.596	50.9
E ⁽¹⁾	2.328	4.095	1.766	12.835	18.117	5.282	7.049	82.8
F ⁽¹⁾	11.787	23.212	11.425	28.959	32.759	3.800	15.225	63.8
IRL	0.621	0.061	-0.560	1.536	0.300	-1.236	-1.797	72.9
I	4.157	7.230	3.074	17.637	12.160	-5.477	-2.403	72.4
NL	2.938	1.834	-1.104	9.371	6.484	-2.887	-3.991	76.9
A	1.693	1.696	0.002	5.442	3.633	-1.809	-1.807	72.8
P	0.744	0.208	-0.537	3.036	2.801	-0.234	-0.771	86.0
FIN	0.927	1.313	0.386	1.666	0.805	-0.861	-0.475	52.5
S	1.449	4.883	3.434	4.413	4.721	0.308	3.742	59.1
UK	11.245	15.677	4.432	26.951	15.909	-11.043	-6.610	61.4
EU-15	54.521	101.560	47.040		166.723			68.1

⁽¹⁾ These figures must be interpreted in the light of the inclusion, since 1.1.1997, of the Canary Islands in the customs territory of Spain and of the French overseas departments, (Guadeloupe, Martinique, French Guiana and Réunion) in the customs territory of France.

for over half of all exports. In relative terms, Germany alone accounts for 36.3%. Next comes France with 22.9%, followed by the United Kingdom on 15.4%, Italy on 7.1%, Sweden on 4.8%, Spain on 4%, the BLEU on 3.5%, the Netherlands on 1.8% and Austria on 1.7%. The remaining countries combined only accounted for 2.4% of exports.

The EU's trade surplus was ECU 47 billion, with Germany contributing over half of this total (ECU 25.1 billion) and France almost one-quarter (ECU 11.4 billion). Behind these two came the United Kingdom, Sweden and Italy with surpluses ranging between ECU 3 and 4.5 billion.

External trade in transport equipment is first and foremost intra-Community trade. Indeed, both within the EU as a whole and in each Member State individually, a preference for Community products seems to be the rule. An analysis of the ratios for intra-EU trade as a proportion of total trade shows all the figures to be above 50%, and over half of the Member States record ratios of between 70% and almost 90%. It is also worth noting that virtually all intra-EU dispatches of transport equipment come from Germany (ECU 49.4 billion), France

(ECU 32.8 billion), Spain (ECU 18.1 billion), the United Kingdom (ECU 15.9 billion) and Italy (ECU 12.2 billion).

Comments

Some of the flows for external trade in transport equipment, such as equipment for military use, may have confidential dimensions. In these cases, the main techniques used were to conceal either the destination, origin or nature of the product in question. As a result, the geographical breakdowns of the totals allocated to imports or exports may be under-estimated. In 1996, for example, external trade in confidential transport equipment amounted to ECU 2.2 billion for intra-EU exports and ECU 1.2 billion for intra-EU imports, and totalled ECU 5 billion for extra-EU exports and ECU 3 billion for extra-EU imports.

In addition, differences in national methodologies, the evaluation of flows (CIF, FOB, etc.) or indeed the nature of the transactions in question can also be the cause of certain disparities in the amounts entered by the two partners for a given flow.

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